

# **History of substitution arrangement**

## **- Refrigerator Cars for Box Cars**

**On**

## **Westbound Continental Traffic**

From AAR files in the Northern Pacific Co. files

Of

The Minnesota Historical Society

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The orders covering the substitution of refrigerator cars for box cars are listed from inception to about 1956. No info past that date was present.

These 10 pages in the folder list the history of substitution arrangement - Refrigerator Cars for Box Cars on Westbound Continental Traffic, and are found in the file: Refrigerator Cars for Box Cars Refrigerator Cars for Box Cars

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HISTORY OF SUBSTITUTION ARRANGEMENT REFRIGERATOR  
CARS FOR BOX CARS ON WESTBOUND TRANSCONTINENTAL  
TRAFFIC.

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Service Order No. 104 was issued by ICC to become effective January 25, 1943, due to existing state of war, to prevent shortage of railroad equipment, and permitted railroads to substitute not more than 3 PFE or SFRD refrigerator cars in lieu of each box car ordered, on TC westbound freight destined to California, Idaho, Arizona, Nevada and Utah, suspending operation of Items 792, TC 1-W; 792, TC 4-T; 1025-B, TC 38-F; 292, TC 39-G, etc., until further order of ICC; however, SO 104 did not apply on Rule 34 shipments.

Amendment No. 1 to SO 104, effective April 29, 1943, provided for use of PFE or SFRD refrigerators on traffic from Utah to Nevada and California.

Amendment No. 2 to SO 104, effective September 1, 1943, permitted, on shipments on which the CL minimum varies with size of car, furnishing 2 refrigerators in lieu of 1 box car 40' 7" or less, at CL minimum for such box car, or 3 refrigerators for 1 box car over 40' 7" but not over 50' 7" in length, subject to minimum weight for size of box car ordered.

Amendment No. 3 to SO 104 effective September 1, 1943, confined mandatory provisions to PFE and SFRD refrigerators and left to discretion of Commissions Agent, Mr. R. B. Hoffman, whether refrigerators of other ownerships may be used for substitution purposes.

Amendment No. 4 to SO 104 covered appointment, effective January 1, 1944, of Charles W. Taylor as Agent of the ICC to direct use of refrigerators other than PFE or SFRD cars, if latter not available, for substitution purposes.

Amendment No. 5 to SO 104, effective August 1, 1944, changed the destination territorial application to California, Southern Idaho (on Union Pacific & to Montana state line), Arizona, Nevada or Utah.

Revised SO No. 104, effective August 1, 1945, provided for substitution of not more than 3 RS type refrigerator cars, when available, for each box car ordered at minimum weight applicable for such box car, or 2 RS type refrigerators for a 40' 7" box car ordered and 3 RS type refrigerators for box cars over 40' 7" but not over 50' 7" in length, at minimum weight for size of box car ordered, on freight destined California or Nevada, also Montana, Wyoming, Colorado, New Mexico and states west thereof. This order carried an expiration date of April 1, 1946.

Amendment No. 1 to Revised SO No. 104 extended the refrigerator car substitution service to traffic from Utah to California or Nevada, also from Washington to points in California, effective August 6, 1945.

Second Revised Service Order No. 104 restricted the refrigerator car substitution service, effective September 2, 1945 to RS type cars for box cars ordered, on WB TC traffic to California, Southern Idaho (on Union Pacific), Arizona, Nevada or Utah, and from Utah points to points in California or Nevada. This order was subject to expiration April 1, 1946.

Thus, the substitution arrangement under SO 104 applied to North Coast territory and Montana, from August 1, 1945 to September 1, 1945 inclusive.

Anticipating the expiration of SO 104, a California line placed on TC Docket proposal to continue the provisions of Second Revised Service Order No. 104 by amending Item 792 Series of TC Tariff 1-Y to provide for substitution of PFE or SFRD refrigerator cars for box cars ordered. This was covered by TC Application 2609 dated November 29, 1945.

TC Application 2609 was Supplemented January 9, 1946 by a North Coast carrier's proposal to amend paragraph 1 of Item 792 Series, TC Tariff 4-V and add new sub-paragraph to provide for the substitution of RS type refrigerator cars for box cars ordered, on W.B. traffic to North Coast points.

While TC Application 2609 was being considered, the Commission issued Third Revised SO No. 104 and Corrected Third Revised SO No. 104 covering substitution of RS type Refrigerator Cars for box cars ordered to California, Southern Idaho (UP points), Arizona, Nevada or Utah, with an effective date of January 21, 1946 and an expiration date of February 21, 1946.

Third Revised Service Order 104 was suspended effective January 28, 1946 until further notice.

At January, 1946 TC FTM meeting, Application 2609 was approved but Supplement No. 1 (the North Coast feature) was declined.

Amendment No. 2 to Third Revised SO 104, effective February 21, 1946 reinstated Third Revised SO 104 and fixed expiration date as August 21, 1946.

Fourth Revised S.O. No. 104, effective March 6, 1946, authorized substitution of RS type refrigerator cars from eastern territory (except east of Chicago and the Illinois-Indiana state line, and north of Ohio River, C&O Ry.-N&W Ry. to Norfolk, Va.), to California, Southern Idaho (U.P. points), Arizona, Nevada or Utah. This order was subject to expiration August 21, 1946.

Supplement No. 1 to TC Application 2609 was reopened for discussion at April, 1946 FTM meeting, but not approved.

Amendment No. 1 to Fourth Revised SO 104, effective April 10, 1946, extended the origin territory to all points shown in Agent Kipp's North & South Coast Territorial Director-ies. The expiration date was not changed.

SRC, in report May 7, 1946, on TC Application 2609, recommended publication of continued substitution of Refrigerator cars for Box cars ordered, as a new Section 2 to Item 792 of TC Tariff 1-Y, and providing a specific minimum of 7,500 lbs. in each refrigerator except the final or follow lot car, and limiting the territorial scope of the applica-tion of diversion, reconsignment or stop-off privileges to the extent which was intended. The SRC recommendation was approved and RA 20556, dated May 17, 1946 was issued to cover. Publication was made accordingly, effective July 1, 1946 in Tariff 1-Y, except from official territory; however, this publication was inapplicable during effectiveness of I.C.C. S.O. No. 104, which was to expire August 21, 1946.

Amendment No. 2 to Fourth Revised SO 104, extended the expiration date until February 21, 1947.

Amendment No. 3 to Fourth Revised SO 104 then ex-tended the expiration date to June 30, 1947.

Amendment No. 4 to Fourth Revised SO 104 added the following origin and destination territories:

Shipments in carloads originating in Michigan (lower peninsula), Indiana, Kentucky, Tennessee, or Mississippi, or east thereof, and destined to points in Minnesota, Iowa, Kansas, Oklahoma and Texas, or west thereof, or to Kansas City, Missouri, effective March 3, 1947.

Amendment No. 5 to Fourth Revised SO 104 changed the territorial application as provided in Amendment No. 4 to read as follows:

Or W.B. shipments, C.L., originating in Michigan (lower peninsula), Indiana, Kentucky, Tennessee or Mississippi, or east thereof, and destined to Kansas City, Missouri or to points in Iowa, Kansas, Oklahoma and Texas, or west thereof, but not when destined to points in Minnesota, North Dakota, South Dakota, Montana, Washington, Oregon or northern Idaho, effective May 9, 1947.

Amendment No. 6 to Fourth Revised SO 104, effec-tive June 29, 1947 extended the expiration date of S.O. 104 to December 31, 1947.

Fifth Revised Service Order No. 104, effective September 15, 1947, carried forward the provisions of Fourth Revised S.O. 104 as amended, permitting substitution of R.S. type refrigerator cars for box cars ordered on carload freight from eastern and southern points to California, Southern Idaho (U.P. points), Arizona, Nevada or Utah; or from Utah to California or Nevada; or from lower Michigan, Indiana, Kentucky, Tennessee or Mississippi, or east thereof, to points in Minnesota, Iowa, Kansas, Oklahoma and Texas, or west thereof, or to Kansas City, Missouri. The expiration date to be January 21, 1948.

Amendment No. 1 to Fifth Revised S.O. No. 104 provided, effective December 1, 1947, in paragraph (d), that no cars subject to the order shall be stopped to complete loading; also, that any car or cars subject to the order may be stopped for partial unloading at any point in the destination territory described in the order, provided such stop-off is authorized by tariff. It was also provided that the arrangement did not apply on freight requiring refrigeration, ventilation, insulation or heater service at time cars furnished or transported.

Sixth Revised Service Order No. 104, effective December 15, 1947 changed the territorial application to include traffic from points in North & South Coast Territorial Directories to California, Southern Idaho (U.P. points), Arizona, Nevada or Utah; or from Utah to points in California or Nevada, subject to expiration December 10, 1948. Refrigerator cars were limited to P.F.E. and SFRD series, only.

Amendment No. 1 to Sixth Revised S.O. No. 104 restricted the partial unloading privilege to not less than 10,000 pounds of freight at any point in territory west of Chicago-Peoria-St. Louis-Mississippi River Line, where stop-offs are authorized by tariff, effective January 1, 1948.

This was further supplemented by Amendment No. 2 to Sixth Revised S.O. 104, effective January 16, 1948, to provide that the entire contents of a car loaded to full visible capacity could be stopped in transit for unloading.

On August 4, 1948, the I.C.C. issued Service Order No. 822, effective September 1, 1948, declaring an emergency exists in North Pacific Coast territory and that to relieve a shortage of box cars, refrigerator cars series FGEX, WFEX, BREX, CX, FWDX, NP or NRC, may be used for loading westbound carload freight from eastern points in North Coast Directory to points in Oregon and Washington, in lieu of box cars ordered (except for freight requiring refrigeration, ventilation, insulation or heater service), on basis of not more than 3 refrigerator cars in lieu of each box car, on shipments of unvarying minimum weight, and on shipments where minimum weight varies with size of car, two (2) refrigerator cars may be furnished in lieu of each 40' 7" or less box car; or three

(3) refrigerator cars may be furnished in lieu of each box car order of over 40' 7" but not over 50' 7" length. No cars subject to this order could be stopped to complete loading but cars could be stopped for partial unloading west of a line from Chicago-Peoria-St. Louis-Mississippi River to Gulf of Mexico, of not less than 10,000 lbs. of freight or entire contents of a car loaded to visible capacity. The order was made subject to expiration December 10, 1948.

On August 23, 1948, the I.C.C. issued Revised Service Order No. 822, vacating Service Order No. 822, effective September 1, 1948, eliminating Oregon as destination state but providing for substitution of refrigerator cars to the State of Washington on same basis as specified in original S.O. 822.

On November 29, 1948, the I.C.C. issued Amendment No. 3 to S. O. 104, effective December 9, 1948, extending the expiration date of the South Coast substitution arrangement to June 30, 1949.

On November 30, 1948, the I.C.C. issued Second Revised Service Order No. 822, providing for application of the refrigerator car substitution arrangement to points in Oregon (except stations on the Southern Pacific Company), effective December 9, 1948, subject to expiration with June 30, 1949.

Effective January 1, 1949, Third Revised S.O. 822 limited the substitution of refrigerator cars for box cars to Portland, Oregon and points in the State of Washington as destination territory. Other provisions of S.O. 822 remained unchanged.

On May 25, 1949, Emergency T.C. Application 5542 was issued as a shippers proposal to continue the provisions of I.C.C. Service Order No. 822 in T.C. Tariff 4-W for application to points in Oregon and Washington. This Application was supplemented on May 27, 1949 by Eastern Carriers' proposal to include M.D.T. refrigerator cars to the North Coast.

On July 11, 1949, the S.R.C. issued report on T.C. Application 5542 and Supplement 1 thereto, recommending that these proposals to North Coast territory be declined, account no similar need of returning refrigerator cars to that territory as against handling P.F.E. and S.F.R.D. refrigerators to South Coast territory.

At the August, 1949, F.T.M. meeting, the S.R.C. recommendation for declination was approved and subject was appealed to Executive Traffic Officers' meeting November 16, 1949. The proposal was also declined by the Executive Traffic Officers, with the net result that since both I.C.C. S.O. 104 and S.O. 822 had expired June 30, 1949, no substitution arrangement was available to North Coast destinations, while Section 2, Item 792 of T.C. Tariff 1-Z provided for substitution of PFE and SFRD refrigerator cars to South Pacific Coast territory for box cars ordered effective July 1, 1949.

Following declination of T.C. Application 5542, independent instructions were issued for publication of a new section in Item 792 of T.C. Tariff 4-X to provide for substitution of refrigerator cars in lieu of box cars ordered, of specified series, subject to minimum weight of 7,500 pounds for each of the refrigerator cars except the final or follow lot car, but not less than the tariff minimum weight for box car ordered. Partial unloading to be permitted except on shipments to Montana or Idaho.

The arrangement involved was published effective January 15, 1950 in Section 2, Item 792-A, Supplement 6 to T.C. Tariff 4-X, confined to routing via CB&Q or CMSTP&P to Minnesota Transfer, Minneapolis or St. Paul, thence G.N. or N.P., or CB&Q, Laurel, Montana, G.N. or N.P., or CMSTP&P direct through Mobridge. In Item 792-B, Supplement 10 to T.C. 4-X, effective February 15, 1950, Section 2 was amended to provide for additional routing via C&NW-CSTPM&O to Twin Cities Terminals, and in connection with PFE cars via Union Pacific through Granger, Wyoming on shipments via the Union Pacific, stopping for partial unloading not permitted at points in California or Nevada. (This permitted stops for partial unloading at points in Idaho, Montana, Oregon and Washington, while partial unloading for CMSTP&P, G.N. or N.P. was only permitted at points in Oregon or Washington.)

Item 792-C, Supplement 12 to T.C. 4-X, effective January 15, 1950, restricted application of Section 2 to not apply to or via points on S. P. Co. nor from points in Canada.

Item 792-D, Supplement 14 to T.C. 4-X, effective March 15, 1950, provided for additional routing to the Twin Cities Terminal via CGW, CRI&P, M&STL or IC-M&STL, thence via G. N. or N.P.

Item 792-E, Supplement 16 to TC Tariff 4-X, effective April 15, 1950, per Exception 2 to Section 2, provided that: "Provisions of Section 2 apply only in connection with shipments moving under rates named in tariff, except to stations in British Columbia.....". (This permitted substitution of refrigerator cars for box cars on traffic to Idaho, Oregon & Washington or Montana.) This item was also amended to permit partial unloading at Butte, Montana effective March 8, 1950 (to meet Union Pacific competition) in subparagraph (a) of Paragraph 3, in addition to Oregon or Washington points, for account of CMSTP&P, G. N. or N. P.

Effective June 15, 1950, Item 792-E in Supplement 22 to T.C. 4-X was amended by permitting provisions of Section 2 to apply on P.F.E. refrigerator cars via S.P. in connection with routes shown against North Coast destinations in T.C. Directory 40-I. Item 792-E was further amended effective June 26, 1950, per Supplement 25 to TC 4-X to add MSTP&SSM as participating carrier in routing to Twin City terminals.



Under date of May 11, 1950, Carriers' proposal (A.A.R. per memo. from Mr. Gass) was docketed under T.C. Application 6722 for amendment of Item 905, Tariff 46-M and Item 555, Tariff 45-F by incorporating therein the provisions of Section 2 of Item 792 series, Tariffs 1 and 4-X, respectively, for application on package shipments of cereal products. In report July 17, 1950, the S.R.C. recommended approval on westbound shipments, and no objections were made. Publication of the substitution arrangement was accordingly made effective October 10, 1950, per R. A. 23675 in T. C. Tariffs 45F and 46-M, subject to expiration June 30, 1951 from C.F.A. and Trunk Line territories.

Effective August 15, 1950 in Item 792-E, Supplement 29 to T.C. 4-X, Section 2 was amended to include U.R.T. refrigerator cars (for CMSTP&P), while the Union Pacific opened up partial unloading privileges at all points via its routes to North Coast.

Effective October 15, 1950 in Item 792-G, Supplement 31 to TC 4-X, Section 2 was amended to include CX refrigerator cars (for G.N.).

Effective October 15, 1950 in Item 792-H, per Supplement 33 to T.C. 4-X, Section 2 was restricted in connection with CMSTP&P routing to limit BRE, CX, FGE, FWD OR WFE refrigerator cars, in connection with G. N. Ry., and N. P. or N.R.C. refrigerator cars, in connection with N.P. Ry., to CMSTP&P routing to Twin City Terminals only. Routes via CMSTP&P through Mobridge were eliminated.

Effective December 15, 1950, Item 792-I, Supplement 39 to TC 4-X amended per Section 2 by permitting substitution of CX refrigerator cars for box cars in connection with N.P. Ry., also sub-paragraph (a) of Paragraph 3 was clarified incidental to partial unloading at Butte, Montana for account of CMSTP&P, GN and NP Ry., in addition to stops at points in Oregon or Washington.

TC Tariff 4-X was superseded effective May 15, 1951 by T.C. Westbound Tariff No. 1-A, which covered rates, etc., to North and South Pacific Coast destinations, and Item 792 therein, per Section 2, covered Substitution of refrigerator cars for box cars to North Coast points, and per Section 3 covered the substitution arrangement to South Coast points. At this time, Section 3 permitted substitution of PFE or SFRD refrigerator cars for box cars ordered (except on freight requiring heated, refrigerated or ventilated protection). Minimum weight provisions were same as in connection with the North Coast arrangement. Stopping in transit for partial unloading was not permitted at points in Idaho, Montana, Oregon or Washington.

Effective July 15, 1951, Section 2 of Item 792, TC 1-A was amended in Supplement 5 to provide for use of PFE refrigerators in connection with W. P. routes to North Coast destinations.

Effective July 23, 1951, Section 2 of Item 792, TC 1-A was amended in Supplement 7 to provide for use of M.D.T. refrigerator cars and U.R.T. refrigerators in connection with N.P. to North Coast points.

Effective November 15, 1951, Section 2 of Item 792, TC 1-A was amended in Supplement 18 to provide that "diversion or reconsignment will be permitted only to destinations in Idaho, Oregon or Washington." (RAY-19654).

Item 792-A in Supplement 30 to TC 1-A involved only clarification of Section 1 and no changes were made in Sections 2 or 3, incidental to substitution of refrigerator cars for box cars.

The refrigerator substitution items in TC 45-F and 46-M were extended from June 30, 1951 to June 30, 1952 from Official Classification territory, per R.A. 24167 and again extended to June 30, 1953.

Effective April 15, 1952, Section 2 of Item 792-A, TC 1-A was amended by eliminating in Supplement 37, sub-paragraph (a) of Paragraph 3, opening up partial unloading privileges in connection with refrigerator cars to North Coast destinations to include points in Montana and Idaho.

Under date of August 6, 1952, shipper's proposal for use of SFRD and PFE refrigerator cars in lieu of box cars to North Coast, and for use of N.P., NRC or WFE refrigerator cars to South Coast was docketed as TC Application D-9127, and the SRC, in report September 5, 1952, recommended declination for the reason that use of refrigerator equipment interchangeable on North and South Coast traffic would defeat purpose of the substitution arrangement. The SRC recommendation for declination of Application D-9127 was approved.

TC Tariff 1-A was superseded by TC Tariff 1-B, effective November 15, 1952 and Item 792 was published therein and remained unchanged while TC 1-B was applicable.

In the meantime, the refrigerator car substitution arrangements in TC Tariffs 45-F and 46-M were again extended to June 30, 1954 and then to June 30, 1955.

On October 2, 1953, Director C. G. Jensen, Bureau of Traffic, I.C.C., addressed Eastern Lines and T.C.F.B. regarding advisability of amending provisions of Sections 2 and 3 of Item 792, T.C. 1-B to clarify furnishing of refrigerator cars on a shipment requiring a trailer box car for anticipated overflow. Matter was considered at F.T.M.

meeting November, 1953 and referred to S.R.C. for formulation of an appropriate rule, and Application B-903 of February 19, 1954 was issued to cover. Following S.R.C. report and recommendation, the proposed rule was considered by carriers and the I.C.C. Bureau of Traffic, and the following rule was approved to be added as paragraph 7 in the refrigerator car substitution Items of TC Tariffs 1-D, 29-J and 45-H:

"When carload freight subject to Rule 24 of Western Classification is received in excess of the quantity that could be loaded in one box car, additional refrigerator cars, not to exceed the number provided in Paragraph 1, may be furnished in lieu of each box car which would be required to transport the excess quantity, subject to Paragraph 2."

(R.A. 27267-Cor.-12-2, 1954).

In line with the foregoing, Item 680-A, Supplement 15 to T.C. Tariff 1-D was so amended effective February 15, 1955, as was also Item 800 series of T.C. 29-T, effective January 24, 1955 and Item 555 series of T.C. 45-H, effective February 2, 1955.

TC Tariff 1-B had been superseded by TC Tariff 1-C effective December 15, 1953 and Item 792 was brought forward without change, and remained unchanged in Tariff 1-C. Tariff 1-C was superseded effective December 15, 1954 by Tariff 1-D, and the refrigerator car substitution provision was brought forward to Item 680 therein, without change.

As result of action taken by Eastern Lines, the expiration date in connection with Item 555 series of Tariff 45-H was eliminated with June 30, 1956.

Effective August 15, 1955, Item 680-B, in Supplement 50 to TC Tariff 1-D was amended to provide for furnishing BHI, FHI, FOB, WHI and WOB refrigerator cars for box cars ordered in connection with Great Northern routes to North Coast destinations (per Part 2). R.A.Y.-20830 of June 17, 1955.

Subsequently R.A.Y.-20941, dated October 13, 1955, was issued covering addition of "BHI" refrigerator cars to Part 2 of Item 680-series of TC 1-D in connection with N. P. Ry. routes to North Coast points and this change was made effective December 15, 1955 in Supplement 76 per Item 680-C.

T.C. Tariff 1-D was superseded by TC Tariff 1-E effective March 15, 1956 and the refrigerator car substitution arrangement was provided in Item 515 of TC 1-E, per Part 2 to North Coast points and per Part 3 to South Coast points, without change from previous publication.

TC Application B-3625 was issued April 10, 1956, proposing that G.N. contract refrigerator cars be utilized for box cars on traffic to California via G. N. routes through North Coast terminals in connection with the Western Pacific Ry., in view of the fact that PFE refrigerators could move to North Coast points via southern routes subject to partial unloading at points in California. Supplement No. 1 to Application B-3625 proposes extension of the substitution arrangement via Northern Pacific routes via Portland to California. Subsequently, this Application was amended to provide for movement of SFRD refrigerators to North Coast points via all available southern routes, and for amendment of Part 2 of Item 515 to permit handling of refrigerator cars under the substitution arrangement by the S.P. & S. Ry. from Spokane or Pasco to Portland or beyond. No report has yet been issued by SRC on Application B-3625.

Carrier's Special Goldenrod Application B-4027, dated August 6, 1956, now proposes refrigerator car substitution arrangement in TC Tariff 1015, similar to that now published in Item 515 series of TC 1-E.